



8.7 **MMRA MORAY STREET BIKE LANE UPGRADE**
WARD: **LAKE**
GENERAL MANAGER: **CLAIRE FERRES MILES, PLACE STRATEGY & DEVELOPMENT**
PREPARED BY: **REBECCA DOHERTY, SENIOR PROJECT OFFICER PLACES AND PROJECTS**
CAMERON BROWN, PROJECT AND COMMUNICATIONS OFFICER - DOMAIN PRECINCT
TRIM FILE NO: **66/33/11**
ATTACHMENTS: **1. Metro Tunnel Feedback letter on Moray Street bike lane**

PURPOSE

To seek Council endorsement of officer feedback to Melbourne Metro Rail Authority in relation to the Moray Street Bike Link Upgrade and safety works.

1. RECOMMENDATION

That Council:

- 1.1 Endorses the Council Officer letter of feedback (Attachment 1) to the Melbourne Metro Rail Authority in relation to the Moray Street bike lane design options released for community consultation.

2. BACKGROUND

- 2.1 The Melbourne Metro Rail Authority (MMRA) Metro Tunnel Project (MTP) is of State significance, and involves the creation of a new underground rail line and the construction of five new underground stations within the inner metro area to:
- increase capacity of the rail network
 - improve transport integration (including train, tram and bike connections) and
 - facilitate associated transport network engagements within Metropolitan Melbourne.
- 2.2 The MTP is Victoria's largest transport infrastructure project, and is a vital component of Public Transport Victoria's (PTV) wider Network Development Plan. A new underground station at Domain will provide greatly improved access to public transport facilities for City of Port Phillip (CoPP) residents and commuters via new interchange points between train and tram services.



- 2.3 The project creates opportunities for CoPP to leverage long term investment for our community and to work with MMRA to keep the community informed about issues, disruptions and the progress of this project.
- 2.4 As part of the Project, a new legacy bike path will be constructed on Moray Street, South Melbourne (Attachment 2), from Albert Road into the City of Melbourne. The new bike path will replace the existing bike lane to provide improved and safer riding facilities.
- 2.5 MMRA intend to commence construct on the bike lane upgrade and street works prior to the end of the year.

3. KEY INFORMATION

Project Summary and Purpose

- 3.1 The Moray Street bike link is a 1.3 km strategic connection between the City of Port Phillip and the CBD. In conjunction with the proposed bike link along Park Street from the new Domain Station, this link will provide a seamless and high quality bike route from major public transport nodes, through the City of Port Phillip and City of Melbourne.
- 3.2 The project involves the installation of improved bike lanes along the length of Moray Street, South Melbourne to encourage existing cyclists to use this route and increase bike use in general by providing an attractive alternative to car travel for short trips to the CBD. Safety upgrade works for all road user will also be delivered at Moray Street intersections.
- 3.3 At the request of the City of Port Phillip, MMRA have now prepared two options for the Moray Street bike link described as Kerbside and Roadside.
- 3.4 Kerbside – Moray Street bike lane to adopt a design where the bike land is located between the footpath and on street parking. The kerbside option will:
 - separate bike riders from moving vehicular traffic, which will improve feelings of rider safety and encourage the uptake of bike riding.
 - deliver on a widely accepted view of “people with people and vehicles with vehicles”.
 - align with Council’s Road User Hierarchy - priorities walking and bike riding.
 - require a reduced bike lane width for part of Moray Street between Coventry Street and Albert Road to 1.25m.
 - require road users to be more vigilant at minor side street intersections and crossovers.
 - result in a loss of up to 60 parking spaces (although officers believe that this can be significantly reduced).
 - have a 6–8 week construction timeframe.
- 3.5 Roadside – Moray Street bike lane to adopt a roadside design, where the bike lane is located between moving vehicles and on street parking, buffer treatment can be used as a deterrent barrier between cyclists and moving vehicles. A roadside design will:



- have no separation between cyclists and moving vehicles, which does decrease the feeling of safety due to close proximity between drivers and cyclists.
- provide the straightest route and line of sight for riders.
- simplify traffic treatment at intersection and roundabouts.
- adhere to relevant standards and recommended guidelines.
- have a loss of up to 10 parking spaces.
- have a 4–6 week construction timeframe.

CoPP's Key Design Principles for the Moray Street bike link

3.6 The following principles have informed officer comments to MMRA in relation to the Moray Street bike link, These principles are based on Council's:

- *Walk Plan 2011-2020*
- *Bike Plan 2011-2020*
- *Safer Streets- The Road User Safety Strategy 2013-2020*
- *Sustainable Transport Policy- A connected and Liveable City*

3.7 Key Design Principles – Moray Street bike link

- Improve connectivity, visibility, safety and pedestrian facilities.
- Increase usage of bike riding and promote more sustainable modes of transport
- Remove conflicts between bike riders and cars
- Improve bike safety at intersections and roundabouts
- Identify opportunities to provide landscaping to enhance greening of Moray Street.

3.8 The proposed submission, which presents these Key Design Principles, encourages MMRA to consider Moray Street bike link as part of a wider bike network to deliver better connectivity and road use in the precinct. This broader-strategic approach to all Domain Precinct projects will ensure all associated legacy projects are properly integrated and provide the optimal outcome for the community.

3.9 **Specific Design issues**

Council's proposed submission includes the following recommendations and opportunities:

- Ensure appropriately designed connections with City of Melbourne bike links.
- Ensure appropriately designed connections with Moray Street and adjoining streets and roads, particularly the Albert Road intersection and future Park Street bike connection.
- Minimise car parking loss where possible.
- Minimise impact to local businesses and residential properties.



- Reduce the road speed limit from 60km/hr to 40 km/hr.

3.10 Discussion

- 3.11 Officers acknowledge that a reduction in on-street car parking is required for both options, and will continue to work with MMRA to identify solutions aimed at reducing this impact where possible and where key design principles can still be achieved.
- 3.12 In particular, officers acknowledge that the proposed conversion of angled parking to parallel parking (located in the norther section of Moray Street) will provide the most direct path for the lane. However, the angle parking could be retained in either the preferred or alternative option. Council encourages MMRA to review this design treatment after the community consultation period.
- 3.13 Officers also recognises that the width of the bike lane within the southern section of Moray Street, between Coventry Street and Albert Road is below minimum widths recommended in relevant guidelines. The reduced lane width is still appropriately wide for recreational bike riding and despite limiting bike passing, will enable other key design criteria to be met such as encouraging less confident riders to take up cycling. On this basis, officers generally support the kerb side option but do not object if it was decided to provide a roadside bike lane through this section only, if this is supported by feedback from the community.



FURTHER SUPPORTING INFORMATION

4. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 4.1 The development of the Metro Tunnel (MT), and by association the Moray Street Bike Upgrade, is consistent with the Council Plan 2017-2027, specifically supporting Direction 2 - We are connected and it's easy to move around. This Direction includes maximising community benefit around MT linked projects.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 MMRA identified improving the Moray Street bike link as part of their original suite of Network Enhancement Projects.
- 5.2 Council officers have been negotiating with MMRA on the Moray Street bike link and road safety improvement for nine months.
- 5.3 At the request of Council MMRA were encouraged to explore more than one design option and present these options for community feedback as part of a full consultation process.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 There are no immediate legal or risk implications in regards to providing feedback on these designs. Council is a stakeholder in this project. Feedback is based on concept designs only. A proper (risk) assessment of the detailed design will be undertaken by Council officers when the material becomes available.

7. SUSTAINABILITY – Triple Bottom Line

7.1 ENVIRONMENTAL IMPLICATIONS

- 6.1.1 The Melbourne Metro Rail Project supports the UN Sustainable Development Goal 11: Make cities inclusive, safe, resilient and sustainable by providing additional capacity and resilience to Melbourne's transport network, and significantly improving accessibility to jobs, recreation and services for residents of Port Phillip.
- 6.1.2 The Moray Street bike link will improve the overall sustainability of CoPP's transport system, by improving infrastructure that allows for a shift away from private vehicles to alternative transport, with a commensurate decrease in greenhouse gas emissions and other environmental externalities associated with car travel.

8. IMPLEMENTATION STRATEGY

8.1 TIMELINE

- 7.1.1 Thursday 24 August – MMRA Moray Street consultation material released to public.
- 7.1.2 Friday 25 August and Tuesday 29 August – MMRA host drop-in sessions at South Melbourne Town hall.
- 7.1.3 Thursday 7 September – Public feedback opportunity finishes.



- 7.1.4 Late September – MMRA collate feedback and prepare consultation report.
- 7.1.5 Late 2017 – MMRA finalise detailed design of community preferred option.
- 7.1.6 Late 2017 – MMRA commence construction on community preferred option.

8.2 COMMUNICATION

7.2.1 MMRA are conducting community consultation around the bike link via a public consultation process, as recommended by Council. As part of a two week consultation, beginning on Thursday 24 August, MMRA have:

- released a notification of consultation to resident and businesses of Moray Street and properties in close proximity to Moray Street on adjoining streets/roads.
- released an information brochure (Attachment 3).
- handed call to action cards to cyclists on St Kilda Road.
- door-knocked Moray Street businesses.
- hosted content online and shared information via social media.
- held two drop-in session at South Melbourne Town Hall.
- collected feedback in both online and hardcopy format.

9. OFFICER DIRECT OR INDIRECT INTEREST

9.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.